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PHOTO INTELLIGENCE MEMORANDUM

LUNG-TIEN AIRFIELD  
25/34 N-119/28E

GP/L-107

(Project 71.164)

29 July 1955

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GP/I-107  
29 July 1955

PHOTO INTELLIGENCE MEMORANDUM

LUNG-TIEN AIRFIELD

This memorandum brings the photographic information on Lung-tien Airfield up to the date of the latest available aerial coverage, [REDACTED]

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RUNWAY

Surfacing appears to be in the final stages and the field may be operational within several weeks.

The runway is aligned in a general NE-SW direction and measures 6600' x 185'. The surface appears to be a macadam type material which has possibly been covered with gravel. The process has been considerably different than that followed at Nan-tai, Lung-chi, Ching-yang and Cheng-hai. No checker board pattern has appeared at Lung-tien. Preliminary grading and sub-surfacing phases progressed rapidly. Upon completion of sub-surfacing (see enclosure 2) there was a lag of several weeks before a black surfacing material appeared on the runway (see enclosure 3). This material first appeared on photography of [REDACTED] and is believed to be an asphaltic macadam.

On [REDACTED] the macadam had been covered with a light toned material that probably is gravel, (see enclosure 4). As of the latest photo coverage, [REDACTED] there appears to have been no further change in the runway surface.

At each end of the runway there is an area 1250' x 185' that

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is being graded and which is probably an over run area.

The parallel taxiway and lateral taxiways are each in the same phase of construction as the runway.

The lag in construction mentioned above may be attributed to heavy rains which fell in the latter part [REDACTED] and inundated large parts of the area around the field. The field itself appeared relatively dry.

A/C Revetments -- There are twenty completed aircraft revetments on the north side of the field. Ten of these are located at the west end of field and the other ten are at the east end. The aircraft revetments are horse shoe shaped, with a jet blast break, of earthen construction and measure 115' wide and 85' deep with a maximum opening of 100'. Taxiways connect each of the revetments with the runway. These taxiways had not received a final surface, such as appeared on the runway as of [REDACTED]. At the east group of aircraft revetments there is a gun testing range which is completed.

A/F Buildings All construction of buildings is being undertaken on the north edge of the airfield.

Nearest the west group of revetments there are six buildings ranging in size from 15' x 30' to 100' x 30'. These buildings appear to be shops and storage facilities.

2500' north of the runway and centrally located between the two groups of revetments is an administration type building 50' x 120'.

Near the east group of revetments there are two shop type buildings 40' x 130' and 55' x 65'. These shops are connected to

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the field by a 700' taxiway.

Storage There are two probable P. O. L. storage areas north of the A/F. 600' northwest of the northwest end of runway there is a loop road around which there are 13 bunkered structures. Approximately 3000' northwest of the southwest end of the runway there are 12 of these bunkers on a loop road. These two areas are similar in construction and have good road access to the airfield. For further description of these P. O. L. facilities see GP/I-116.

Navigational aid Located 4200 yards southwest of field and directly in line with the runway is a beacon type navigational aid similar to that observed at Nan-tai. This consists of 4 small sheds and two antennae. There are 8 ground scars radiating from a central point indicating the presence of grounds. The two antennae are aligned in a general NW-SE direction not in line with the runway.

(See enclosure 4 for photo of this site.)

Anti-aircraft Defenses On photography of [REDACTED] there were the following anti-aircraft weapons in the vicinity of the airfield.

- 13 heavy (85 mm) AA guns
- 27 medium (37 mm) AA guns
- 12 machine guns

There has been little changing or additions of emplacements.

Other Activity 50% of the small village at the east end of the runway has been torn down.

Over 50% of the barracks south of the field on the main N-S road to Lung-tien have been destroyed or taken down. Two barracks have been removed in the area northwest of the field. Other barrack

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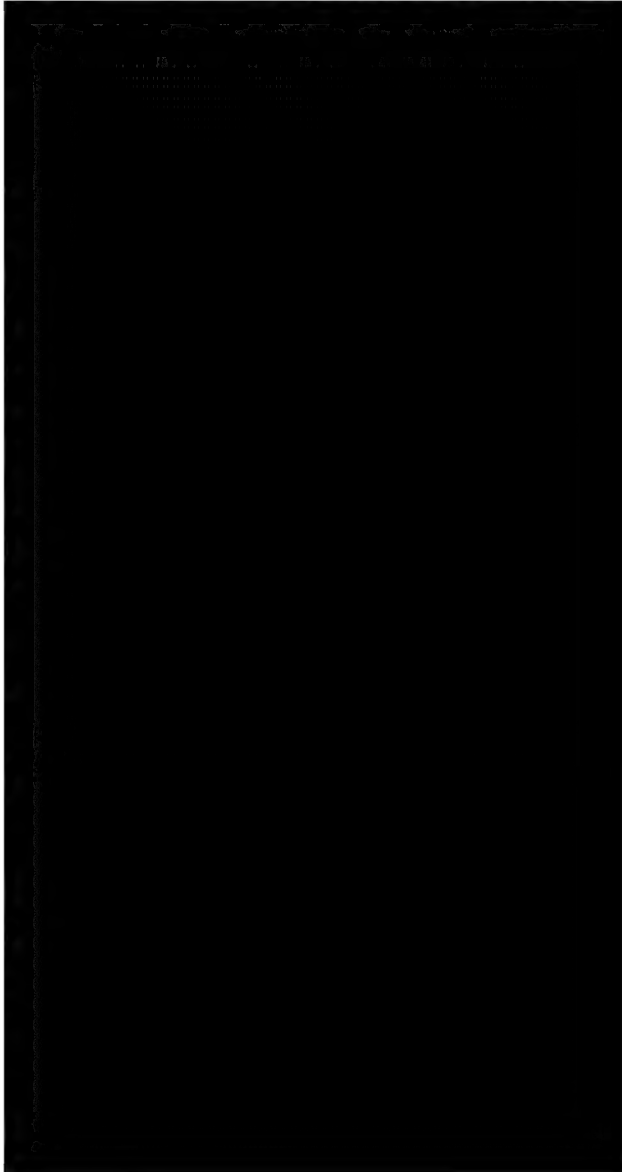
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areas appear stable. Five larger buildings which are probably permanent barracks are under construction 3000-4000 ft. north of the field. (See enclosure 1 for locations of the various facilities mentioned in this report.)

MAP REFERENCE: A. M. S. Series L 783 Sheet 8831-1



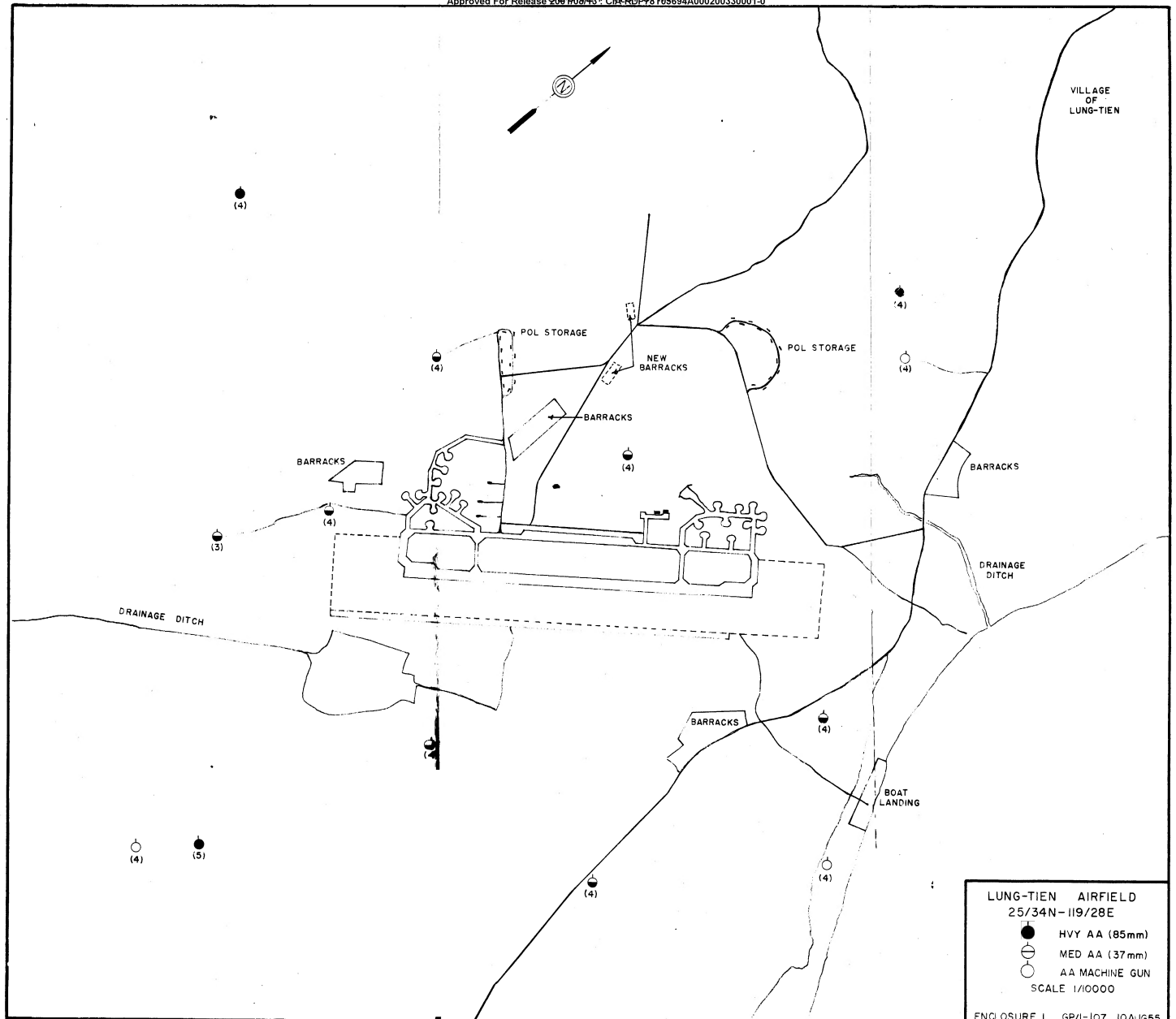
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